



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4b

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Memorandum

TO: Legislation Committee

DATE: June 3, 2011

FR: Executive Director

W. I. 1131

RE: AB 845 (Ma) High Speed Rail Connectivity Funding

Background

AB 845 (Ma) codifies in statute the California Transportation Commission's current guidelines related to funds provided to commuter rail systems from Proposition 1A (2008), the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Specifically, the bond act provided \$760 million in funds for commuter rail systems and provided that the funds shall be apportioned to rail operators on a formula based on each agency's share of track miles, passenger miles and annual vehicle miles. Bay Area commuter rail operators are expected to receive the amounts shown below. Additionally, the CTC has adopted a program of projects for these funds, as shown in the Attachment 1.

Agency	Amount (\$ in millions)
Altamont Commuter Express	\$14,974
Bay Area Rapid Transit	\$256,639
San Francisco MTA	\$61,308
Santa Clara VTA	\$26,419
Caltrain	\$41,026
Total	\$400,366

Source: California Transportation Commission

Recommendation: Support

Discussion

Last year the governor blue-penciled funding for all connectivity projects except those that were focused on positive train control. In our view, this action was inconsistent with the language of Proposition 1A, which provided very broad project eligibility for these funds. AB 845 will help restore certainty to the eligible recipients of these funds, allowing the funds to be allocated in the near term to make priority improvements to the various rail systems that will ultimately connect to a statewide high speed rail system.

Known Positions

Support

Bay Area Rapid Transit (sponsor)
San Francisco Municipal Transportation
Authority

Oppose

None on file


Steve Heminger